

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS

MINUTES OF Monday, April 21, 2008 MEETING

Board Members Present: Thomas Deller, Chairperson; Robert Batting, Vice-Chair; Edward Field; Chuck Alves, John MacDonald; and John Rupp.

Absent: William Kennedy

Also Present: Alfred J. Moscola (General Manager); Lori Caron Silveira (Outside General Counsel); Henry Kinch; Deborah Dawson; Maureen Neira; Mark Therrien; Ellen Mandly, and other members of RIPTA's senior staff and members of the public whose names are listed on the meeting sign-in sheet.

Agenda Item 1: Approval of Minutes of April 7, 2008 Meeting

Mr. Deller opened the meeting and requested comments regarding the minutes of the April 7, 2008 meeting. Mr. Batting commented that at the April 7th meeting the issue of Board members voting by telephone was discussed. RIPTA's outside counsel, Richard Licht

said that telephone votes were not allowed however Mr. Batting disputed this saying that the RIPTA Board Member orientation book discusses voting by phone, and that the by-laws indicate that voting by phone is allowed. Ms. Silveria said that RIPTA's by-laws have not been updated in a number of years, and agreed that they are inconsistent with what is allowed in the law. Ms. Silveria said that Rhode Island law takes precedence and telephone votes are not allowed.

Next Mr. Batting commented on a letter he and other Board members had received from Board member William Kennedy who could not attend today's meeting. Mr. Kennedy's letter asked that the vote for election of officers on the current agenda be postponed until the May Board meeting when he will be in attendance. Mr. Batting stated his opinion that since there is a quorum at the meeting the vote should be taken as noticed on the agenda.

Hearing no other comments Mr. Deller asked for a motion on the April 7, 2008 minutes. Mr. Rupp made a motion to approve the minutes as presented. Mr. Batting seconded the motion and the April 7, 2008 minutes were unanimously approved.

Agenda Item 2: Election of Officers of the Board of Directors

Mr. Deller addressed the election of officers and stated that it is his interpretation of the by-laws that the election of officers is to take

place at the first meeting in April of the Board of Directors. He continued that said meeting already took place on April 7th however at that meeting the election was tabled. Mr. Deller reminded those present that at the April 7th Board meeting Messrs Batting and Rupp argued that all members of the RIPTA Board should be present for the election of officers and since there was a member missing, the election should be tabled. He continued that Mr. Kennedy is not present today, and stated that if the election on April 7th was truly postponed because Mr. Field was not present, then the vote should be postponed again until Mr. Kennedy is be present.

Mr. Rupp stated that his intent at the April 7th meeting to postpone the election was on the basis of the April 21st meeting being the regularly scheduled meeting for the month of April. He stated that his reasons were not a matter of one member being absent, but rather a case of the April 7th meeting actually being the March meeting, and it is his opinion that the by-laws support his opinion. Mr. Deller disagreed with Mr. Rupp's assessment, and reiterated his position that the April 7th meeting was the first meeting of the RIPTA Board in April, and served as a combination March/April meeting. Mr. Deller added that the change in the date of the March and April Board meetings had been properly noticed on the Secretary of State's website in accordance with public meeting requirements.

Mr. MacDonald agreed with Mr. Deller, and stated that it was his opinion that the reason for tabling the vote at the April 7th meeting

was due to the absence of a Board member, and stated that every member deserves the right to vote. Mr. MacDonald then made a motion to table the vote until all Board members are present and able to vote. Mr. Deller seconded Mr. MacDonald's motion to table the election, and asked for discussion.

Mr. Rupp stated that to take such an action constitutes a change to the by-laws, and that his position at the April 7th meeting was due to the fact that the meeting had been re-scheduled from March. He continued that the Board cannot take an action at the current meeting that changed the by-laws since a change to the by-laws is not included on the agenda. Ms. Silveria opined that the April 7th meeting was the first meeting of the Board in April, and that was the meeting where the vote was required. She continued that the cancellation of the March meeting was irrelevant, and cited the most recent past practice of the Board, which was the postponement of the vote since one member was absent.

Mr. Rupp stated that the absence of one member was not the reason for tabling the item at the last meeting, but rather that to have an election at that meeting would constitute a violation to the by-laws. The discussion continued and Mr. Deller called for a vote on the motion pending. Messrs Deller and MacDonald voted to table the election of officers until all members were present; Messrs Rupp, Batting and Alves voted against the motion; and Mr. Field abstained. The motion to table the election was defeated.

Mr. Rupp then motioned that Mr. Robert Batting be elected chair of the RIPTA Board. Mr. Alves seconded this motion. A roll call vote was taken and Mr. Rupp, Mr. Batting, Mr. Field and Mr. Alves supported Mr. Batting's election as chairman. Mr. Deller opposed the motion, as did Mr. MacDonald. The motion to elect Mr. Batting as chair of the RIPTA Board carried with a 4 to 2 vote.

Mr. Batting opened the floor for nominations for vice chairman. Mr. Field nominated John Rupp as vice chairman. Mr. Alves seconded the nomination. Mr. Batting asked if there were any other nominations and hearing none asked for a roll call vote. Mr. Batting, Mr. Field, Mr. MacDonald, Mr. Rupp and Mr. Alves all voted for Mr. Rupp, and Mr. Deller opposed. Mr. Rupp was elected vice chair by a vote of 5 to 1.

Mr. Batting opened the floor for nominations for Secretary/Treasurer. Mr. Deller clarified that the Secretary and Treasurer were two distinct positions. Mr. Batting asked how Ellen Mandly's service would be affected as she has served as the Board secretary up until now. Mr. Deller said that Mrs. Mandly has actually functioned as the recording secretary and Ms. Silveria agreed with this assessment.

Mr. Batting moved on to the election of Secretary and nominated Tom Deller as Secretary of the RIPTA Board. Mr. MacDonald seconded the nomination. During a roll call vote, Mr. Deller voted "no". Mr. Batting

asked if Mr. Deller was declining to serve as Secretary, and Mr. Deller stated that he was not declining the position, but that it was his opinion that the election was in violation of the RIPTA by-laws and therefore he intended to vote “no” on everything. Mr. Batting again called for a roll call vote on his motion for Tom Deller for Board Secretary. Mr. Batting, Mr. Rupp, Mr. Alves, Mr. Field and Mr. MacDonald voted in favor of Tom Deller for Secretary. Mr. Deller voted against and the motion passed by a vote of 5 to 1.

Mr. Batting nominated John MacDonald as Treasurer of the RIPTA Board. Mr. Rupp seconded the nomination. Mr. Batting called for a Roll Call vote. Mr. Batting, Mr. Rupp, Mr. Alves, Mr. Field and Mr. MacDonald voted in favor and Mr. Deller voted against the nomination, which passed, by a vote of 5 to 1.

Mr. Batting assumes the role of RIPTA Board Chairman.

Agenda Item 3: Explanation of General Manager Report pages C4 – C5 Ridership and Revenue

Mr. Batting moved to the next agenda item, stating that he had asked Mr. Moscola to give an explanation of ridership and revenue for the benefit of the new Board members. Mr. Moscola said he would be discussing pages C4 & C5 of the January General Manager’s report.

He highlighted a decline when comparing January 2008 to January

2007, and went on to explain that while there was a decrease in the cash category the sale of the electronic fare products show an overall increase. He cited the line item for RIPTKS showing a 34% decrease and explained that the customers who previously purchased RIPTKS were now purchasing the 15-ride passes. He instructed the board to consider the RIPTKS and 15-ride passes together, and to note that the numbers for 2008 are comparable to 2007.

Mr. Moscola continued that the one-day pass purchases had increased significantly and explained that previously the one-day passes had to be purchased at either Kennedy Plaza or the Newport Gateway Center, and now they were available for purchase right on the bus. He said that monthly pass sales must be considered in conjunction with the student passes, since student passes were eliminated with the new fareboxes and replaced with monthly passes.

Mr. Batting asked the cost for the Providence students' passes, and Mr. Moscola replied that the current price is \$39, but is scheduled to increase to \$45 for the next academic year. Mr. Rupp asked if Mr. Moscola anticipates a reduction in the revenue from monthly passes in the summer with school being out. Mr. Moscola replied that there are no school passes sold during the summer and the monthly budget reflects the same.

Mr. Moscola moved on to discussing the UPass programs, and stated that RIPTA is in the process of moving all UPass participants to smart card technology. Mr. Batting asked Mr. Moscola when he anticipated

this changeover to take place, and Mr. Moscola responded that the dates were different for each of the schools and reviewed the list of when they are scheduled to transition to smart card technology. Mr. Deller questioned a reported decrease in the UPass revenue, and Mr. Therrien explained that in the past, ridership was surveyed, and estimates based on such surveys were billed to the colleges and universities, and that now the colleges/universities are paying for the actual rides.

Mr. Moscola then raised the issue of Rlte Care pass purchases pointing out a decrease from January 07 to January 08. He then addressed the anticipated changes to the Rlte Care transportation program, informing the Board that beginning in July 2008, Rlte Care will purchase some monthly passes and that RIPTA is collaborating with DHS on a custom product, a 10-ride pass that will be sold exclusively to DHS for Rlte Care recipients. Mr. Moscola continued that based on this information, RIPTA will be able to see exactly where the majority of Rlte Care recipients ride.

Mr. Batting reminded those present that at the last Board meeting he had asked Mark Therrien what percentage of RIPTA's riders actually pays full fare and Mr. Therrien had responded 10%. Mr. Therrien explained that just about every fare is discounted to some degree, and that the only true full fares are paid by people boarding the bus and putting \$1.50 into the farebox. Mr. Batting continued that this means 90% of those riding on RIPTA pay either no fare or a reduced

fare and feels it is important to stress this fact especially in light of the upcoming changes with the Ride Care pass program. Mr. Batting suggested that RIPTA may soon lose a huge portion of ridership. Mr. Batting stressed that he would like to see more people riding the bus, and would like to have a full summary of the fares/discounts, etc. Mr. Rupp added that he, too, would like to get a better idea of RIPTA's fare revenue stream.

Mr. Batting asked if there were further questions or comments and hearing none moved on to the next agenda item.

Agenda Item 4: Overview of Ride

Mr. Batting asked for the overview of the Ride Program and Mr. Moscola turned the presentation over to Mark Therrien. Mr. Therrien began by explaining that the Ride program is a demand response program that is a partnership between RIPTA, DHS, DEA, and MHRH vendors purchasing transportation services. He explained the role of the Ride broker, who coordinates reservations, scheduling and billing, highlighting that there are approximately 10,000 customers in the Ride database, and about 3,500 rides are scheduled daily. Mr. Therrien said about half of the rides scheduled are standing orders for transportation to regular appointments like dialysis or meal-sites and the other half represent one time appointments being requested on a daily basis. Mr. Therrien continued that the transportation service portion is the result of a state bid of which RIPTA operates as

one of three service providers in the state. RIPTA currently operates 88 runs, Northwest Transportation operates 11, and Maher Center in Newport operates 9 runs.

Mr. Therrien explained RIPTA's role as administrator, handling reservations, scheduling, vehicle maintenance, vehicle funding, vehicle purchasing and service operation. Mr. Therrien continued his presentation explaining that the service that RIPTA as well as the other two carriers operate is the result of a state bid. A committee was developed in 2003 to implement a new model for the Ride program, and service was awarded for a 5-year period. The RIPTA board awarded the contracts, however RIPTA was excluded from the procurement process. The current contract under which RIPTA operates expires May 31, 2008. As of the current date, the Paratransit Task Force has not taken any action to solicit bids for transportation services, and it appears that the contracts will be renewed for one year in order to keep the service going.

Mr. Batting referred back to page B-9 in the General Manager's report and noted the \$500,000 deficit in Paratransit revenue. Ms. Neira explained that the original bid required a five-year average price and that during the first 2 years, RIPTA realized a profit; in the 3rd and 4th years, RIPTA broke even; and now in this the 5th year there is a deficit. Mr. Therrien then discussed some changes RIPTA would like in the new contract, and Mr. Batting asked Mr. Therrien to explain the ADA corridor for the new Directors. Mr. Therrien explained the $\frac{3}{4}$ of a

mile corridor that Paratransit service runs on either side of fixed bus routes and reviewed the requirements for riders to qualify for door-to-door service.

Mr. Therrien discussed the centralized maintenance program for the vehicles, and Mr. Kinch interjected that in 1998 an Auditor General report recommended that RIPTA assume the maintenance of all Paratransit vehicles in order to institute an improved maintenance program. The federal government audits RIPTA on the maintenance of the vehicles and RIPTA holds title to all the vehicles in the Paratransit program. RIPTA began doing all vehicle maintenance in 2003.

Next Mr. Therrien discussed Rlde administration and the new software. He explained that Rlde employees take the passengers' information and put it into the scheduling system along with any special assistance notes. The system uses this information to create a manifest, which is transmitted to RIPTA, Maher, and Northwest.

The manifests are given to the drivers and then ultimately used for billing reconciliation. The new software that was recently implemented at Rlde reads the transportation requests and then combines trips to make the manifests more efficient and to cut down on deadheading and non-productive time. Mr. Therrien said that by having people share trips on the Rlde vehicles will result in savings,

but stated that certain parameters such as an acceptable amount of time that the riders should have to spend on the bus are still be worked out. Mr. MacDonald said that more savings could be realized if RIPTA were to cut down on the use of taxies and Mr. Therrien agreed and stated that this reduction was already in process. Mr. Therrien said the new software system has built in optimization tools and automatically looks for the most cost effective way to move each person. Mr. Batting asked if this had contributed to the complaints RIPTA received and asked if other agencies were using the same software. Mr. Therrien responded that the software is widely used and works well. Mr. Moscola added that in the next phase, GPS navigation systems will be installed in the vehicles. Mr. Therrien continued that the bugs are being worked out of the next phase, and Mr. Deller asked how long before the new software system is debugged to which Mr. Therrien replied, a few months. Mr. MacDonald asked when the interactive voice response (IVR) would be implemented and Ed Scott responded in approximately 2 – 3 months.

Next Mr. Therrien discussed the bullets detailing the total cost and the funding of the Ride program. Mr. Rupp asked that the Board be given a monthly update and Mr. Moscola said it would be put on the agenda.

Agenda Item 5: Restate Ferry Ridership

Henry Kinch addressed the Board to discuss the ferry ridership. He gave an overview of 2007 ferry operations, and a projection for the 2008 season, which begins in May saying a 3% increase is expected. A fare increase will be implemented and a one-way trip will be increased from \$8.00 to \$9.00. Mr. Kinch said that the high cost of fuel will also affect ferry operations and the ferry operator predicts a \$110,000 deficit for the 2008 ferry season. Mr. Kinch stressed that there is no state money used to pay for ferry operations.

Mr. Batting noted that RIPTA has lost federal funding for ferry operations but said 3 members of the house were quoted in the newspaper as saying they were going to try to get federal funding. Mr. Kinch replied that it would take approximately \$450,000 in funds to continue to operate the service. Mr. Rupp asked if the \$450,000 is based on current fuel prices and Mr. Kinch replied that that figure is from the original ferry RFP. Mr. Moscola said fuel costs on the water would be \$5.00 per gallon or more. Mr. MacDonald clarified that the legislation actually specifies \$450,000. Mr. Deller asked if there was any possibility of getting CMAQ money and Mr. Kinch said it's highly doubtful and Mr. Therrien added that RIPTA did apply for money in the TIP.

Agenda Item 6: Review of Overtime

Mr. Moscola began the discussion by referencing information that

had been sent to the Board. He began by explaining the differences of scheduled versus unscheduled overtime, and said that although it is RIPTA's goal every day is to keep overtime at a minimum, the work of a driver does not always fit into an 8 hour day and sometimes it is more cost effective to allow overtime than to hire new bus operators which requires providing costly benefits. He continued that the majority of overtime is caused by operators working on their days off, which is called a "sixth day".

In terms of how overtime is authorized, Mr. Moscola said that the Assistant General Manager of Transportation, General Superintendents and Assistant Superintendent are the only people authorized to assign overtime, and explained that overtime is offered to bus operators by seniority per the collective bargaining agreement.

Overtime is offered to operators who are scheduled to be off that day and after all full time bus operators are contacted, overtime is offered to part-timers, by seniority. Mr. Rupp asked what percentage of routes were structured as 9-hour days and Mr. Moscola said he did not have that specific figure. Mr. Moscola explained that the Planning Department compiles the route assignments and transit runs in a.m. and p.m. peaks with midday ridership being light. He said he could get Mr. Rupp a breakdown of the shifts. Mr. Therrien asked if he wanted the percentage of operators or routes and Mr. Rupp clarified that he wanted the percentage of operators.

Next Mr. Moscola discussed Paratransit service, and said that the

goal is to meet 100% of service. He explained that Paratransit is a subscription-based service where jobs and schedules are created every day into a “manifest”. He explained the frequent changes to the manifest, and continued that it is impossible to schedule service in 8 – 10 hour blocks.

He cited research compiled by the Transit Cooperative Research Program, which indicates that as a general rule, it is more cost effective to allow overtime than to hire new staff. Mr. Moscola explained that unscheduled overtime is used to help cover the work of operators who are out of work due to long-term illness and to cover unexpected extra work due to vacations, absences, military leave, jury duty and insufficient manpower. He said that the majority of unscheduled overtime is the result of van operators working on their day off and he stressed that operators are paid based on hours worked, not on scheduled runs and that the work performed is paid for by Ride funding agencies. He added that supervisors Liz Harvey and Mike Grivers authorize the overtime, which is offered by seniority per the collective bargaining agreement.

Mr. Moscola moved on to discuss the 3-page document prepared in response to an inquiry by Mr. Batting. This document was composed to answer issues raised in Mr. Batting’s document entitled RIPTA - 2006 Payroll and Overtime Analysis. Mr. Moscola said that in 2007 Mr. Batting asked for and received a document detailing RIPTA employee wages including base salary, overtime and any other

compensation. Mr. Batting used this document to compile his payroll and overtime analysis and contrast and compare RIPTA to the Department of Corrections and DOT Maintenance. Mr. Moscola said RIPTA's 3-page

response attempts to respond to the questions raised in Mr. Batting's document and added that pulling this information together was quite time consuming. Mr. Moscola said that RIPTA, like the Department of Corrections and DOT Maintenance is a 24/7 labor-intensive operation and as noted in Mr. Batting's report, RIPTA's ratio of \$1.00 of overtime for every \$4.37 in wages is comparable to the Department of Corrections (the document should read \$1.00 of overtime for every \$3.33 in wages) and he noted that RIPTA is actually doing a little better than DOT in this area. Mr. Rupp interjected that RIPTA bus operators do not work 24 hours a day and Mr. Moscola said they nearly do because some buses pull in as late as 2:40 a.m. He noted that buses need to be serviced, fueled and ready for pull-out at 4:30 a.m. He continued that the Maintenance Department operates 24-hours a day and Transportation runs for approximately 22-hours per day. When asked whether DOT operates 24-7, Chuck Alves responded that during times of inclement weather they operate 24-7, but the average workday is 7:00 a.m. to 3:30 p.m. Mr. Deller asked Mr. Batting why he did a comparison of RIPTA's 2006 employee wages against DOT and Corrections wages for 2008 and Mr. Batting said the 2006 RIPTA employee wages information was the most up to date information he had. Mr. Deller said it would be helpful to compare

commensurate years. Maureen Neira added that Mr. Batting's document contains FY 2008 budget information while the information given to him by RIPTA for 2006 was based on the calendar year.

Mr. Moscola continued saying RIPTA averages 20 – 25 employees out on long-term absence due to illness. He said RIPTA doesn't usually want to hire over the budgeted number because when an employee on long-term illness eventually returns, RIPTA is over quota. Mr. MacDonald asked about the number of spare drivers, and Mr. Moscola responded that fixed route service has around 40 spares to cover vacations, jury duty, etc. Mr. Deller asked when the General Manager last looked at scheduled overtime in an attempt to reduce it and Mr. Moscola said he continually reviews operators and maintenance and currently is under budget in case there is a need to reduce service. Mark Therrien interjected that by contract, full-time operators are guaranteed an 8-hour day. The Planning Department has to design routes and determine whether to bring the driver back into the garage at 7 hours and 5 minutes and pay for 8 hours, or whether to extend the route and have the operator arrive back late. Mr. Therrien reviews the routes three times a year to determine whether they are productive or not and tries to make the routes as efficient as possible.

Mr. Moscola continued with his report saying scheduled overtime accounts for 48% and unscheduled overtime accounts for 52%. He said that pursuant to the labor contract, bus operators must have 9

hours off between shifts and most overtime occurs on the sixth day. Mr. Moscola noted that he has worked on an employee availability program. He continued that language was added to the last contract to assist with monitoring this issue. He cited an as an example that in the previous contract, an employee was able to try a new job outside of RIPTA for 30 days and his/her old job was held open for to return to if the new job didn't work out. Mr. Moscola eliminated that provision in the current labor agreement. He cited a second example of a provision allowing an employee to stay out on long term sick leave for 2-years, which was reduced to 1 year, and during that time, RIPTA remains in active contact with the employees. Mr. Moscola said employees' attendance records are closely monitored and

taken into consideration for all matters including promotions. Employees who remain out sick for an extended period are sent to RIPTA physicians for evaluation. Mr. Moscola finished by saying overall RIPTA has great employees. Mr. MacDonald commented that there is some disparity between the senior employees and the top overtime earners and Mr. Moscola replied some senior drivers don't want the overtime. Mr. Batting commented that some drivers get cheated and Mr. Deller said that was a union issue.

Agenda Item 7: Review of Revenue Enhancement Proposal Dated March 2008

Henry Kinch addressed the Board next to discuss revenue

enhancement proposals. Mr. Kinch handed out a document that outlined several proposals for revenue enhancement.

He discussed the option of selling three parcels of land to the highest bidder. Two of the parcels have not been used by RIPTA in over 40 years, and one has not been used in over 20 years. Although the properties are not used, RIPTA is still responsible for maintaining them, which is costly. Staff estimates sales proceeds to be approximately \$551,000. There was some discussion about the properties being originally purchased with federal dollars, in which case RIPTA would have to obtain permission to sell them.

Mr. Kinch discussed the next revenue enhancement proposal, which would be to charge rent to the Downtown Improvement District who occupy 132 square feet of space in Kennedy Plaza. They currently occupy the space for free, but Mr. Kinch said that if RIPTA were to consider charging them for the space, revenue of approximately \$4,000 to \$5,000 could be realized.

The third and final revenue enhancement proposal is the sale of lottery tickets at Kennedy Plaza. Mr. Kinch that other state agencies such as the Airport Corporation and the Department of Administration currently sell tickets and it is anticipated that the sale of lottery tickets could conservatively bring in approximately \$54,000 in revenue annually. Mr. Deller asked if RIPTA would need to seek the state's permission to sell the lottery tickets and Mr. Kinch responded

no.

Mr. Batting suggested that the Board physically view the properties being contemplated for sale and Mr. Kinch said that could be arranged. Mr. Field suggested that maps be given showing the location of the properties and suggested that the Board be given an inventory of all surplus property owned by the Authority. He said that possibly some unused property could be swapped for property better situated for a park and ride lot. Mr. Kinch explained that land swaps would need the approval by the FTA, and the swap could be delayed for years.

Mr. Batting asked about the ownership of properties and Mr. Kinch responded that the FTA has a percentage of ownership. Mr. Deller asked if RIPTA had purchased these properties outright and Mr. Therrien replied that some of the properties were takeovers. There was a discussion about the former use of the Broad Street property. Mr. Deller suggested that two of the parcels might be used as park and ride lots or for bike lockers. He said RIPTA needs

to look at all real estate assets but given federal restrictions must exhaust all park and ride options before any sale. Mr. Deller suggested that the RIPTA Planning Department conduct an evaluation of the above mentioned land parcels to see if this land was feasible for park n' Ride lots. Mr. Field suggested preemptively requesting permission from the federal authorities for the sale of the

properties as a proactive measure.

Mr. Deller asked if a Board action was required for the Authority to begin selling lottery tickets and Mr. Kinch replied that no action was necessary, and reminded the Board that the lottery sales is just one of many revenue enhancing proposals that staff is exploring.

Agenda Item 8: Trolley Update

Mr. Batting asked for the update on the trolley replacements and Mr. Moscola said he has a meeting and tour of the maintenance facility scheduled for later in the week with several concerned individuals from Newport. Mr. John Rodman and Ms. Trudy Coxe, both present at today's meeting will be in on Friday, April 25th for the meeting and tour.

Mr. Moscola continued saying that Joseph Monti, from the Maintenance Department, has been working to fine-tune the new trolley specifications, and that he planned to complete the specifications by the May 19th Board meeting. Mr. Moscola continued with the timeline saying that trolley bids will be received by July 21st; the bids reviewed and awarded about September 22, 2008 with an anticipated delivery date of December 2009 for the new trolleys.

Mr. Moscola told the Board, as he has in the past, that it is his

recommendation that the current style of trolley needs to be replaced with a diesel fueled trolley-style vehicle that has a stainless steel structure and a low floor to aid elderly passengers and which also allows the wheelchair to be boarded manually if the lift fails. Mr. Batting suggested that it would be useful for the Board members to attend the facility tour and commented that the old trolleys run on compressed natural gas (CNG) and are fueled at the CNG fueling station in Middletown, which is in need of major repairs. Since RIPTA is the primary user at the Middletown facility, the state will be looking to RIPTA to contribute to the repairs which is not an option given the current financial situation. Mr. Moscola added that RIPTA will only be able to use the Middletown facility for one more season, and then will have to fuel the trolleys at the URI fueling station. Mr. Alves asked if the Middletown facility was closing and Mr. Moscola responded that the CNG fueling station needs \$100,000 in repairs, which RIPTA does not have, and the state will not cover. Once the Middletown CNG fueling station fails, it will close.

Lori Silveria cautioned that due to the State's open meetings law, no more than two board members could attend the facility tour with Mr. Moscola and the Newport representatives. It was decided that Messers Batting and Field would attend.

Agenda Item 9: Farebox Status

Mark Therrien addressed the Board to provide an update on the

status of the new fareboxes. Mr. Therrien elaborated on the timeline document distributed to the Board that outlined the implementation of the GFI fareboxes. He said it was a strategic decision to stagger the implementation of the new fare media so as not to overwhelm the system. Mr. Therrien said that initial estimates were that it would take six months to fully implement all of the new fare media. This has been accomplished in three.

He discussed the problems with the trim unit conveyor boards, which affected the acceptance testing. The trim unit conveyor boards were replaced by GFI in February, and in March RIPTA started to performed acceptance testing for the fareboxes. Ms. Neira discussed an issue that came up in relation to cash reconciliation, requiring additional testing of equipment both in house and in service. Mr. Therrien said testing results indicate that the cash reconciliation is in compliance with the parameters established by the RFP. Mr. Rupp encouraged staff to continue to work out the problems and analyze the data and he asked that the farebox implementation be a recurring agenda item.

Agenda Item 10: Rltecure Strategic Alternatives

Mr. Batting asked that staff give the presentation on Rltecure strategic alternatives. Mr. Moscola stated that Mr. Rupp asked that Rltecure strategic alternatives be a recurring agenda item and referenced a letter that was sent to Mr. Gary Alexander at the

Department of Human Resources dated April 14, 2008. In this letter, Mr. Moscola asked Mr. Alexander, which fare products, and how many DHS intends to purchase in FY 09, the status of the OIG audit of Rltechare and an update on the CMS process. The letter also informed Mr. Alexander that the RIPTA Board had voted to hold public hearings on a proposed fare increase.

Mr. Moscola has not yet received a reply to the letter. Mr. MacDonald asked if there was any news at all on CMS approval and Mr. Therrien said that John Young had told him they received the auditor general's report and DHS is in the process of reviewing this report. Mr. Rupp asked that this issue continue to be placed on the agenda, as RIPTA must be proactive in order to identify those participants who need the service most. Mr. Rupp said he also is concerned for RIPTA employees and wants to work to avoid wholesale layoffs. Mr. Batting commented that this is the single biggest issue facing RIPTA.

Agenda Item 11: Public Comment

Mr. Batting moved on to public comments, and acknowledged representatives from the public present at the meeting to discuss the trolley issue and recognized John Rodman from the Preservation Society of Newport County. Mr. Rodman began thanking Mr. Moscola for arranging the facility tour scheduled for Friday for he and Trudy Cox. Mr. Rodman said he had been in attendance and spoken at the February Board meeting when the issue of replacing the trolleys was

first discussed and reiterated his position that he does not support the change to a trolley-like vehicle, but wants to keep a traditional trolley. He said the external appearance of the trolley may not be an issue in other cities but he feels it will affect ridership in the historical cities of Newport and Providence where the trolleys operate. He said when the trolleys were first introduced in Newport ridership went up 25% and he feels if the look of the trolley is changed, ridership and tourism in general will go down. He finished by saying that the Preservation Society of Newport County are eager advertisers on the trolley and want to work with RIPTA on this issue. He concluded his comments by saying that he was pleased Mr. Batting would be attending Friday's meeting.

Next Chris Whilhite the State Director of the Rhode Island Chapter of the Sierra Club spoke. Mr. Whilhite said RIPTA needs to be more proactive in pushing for funding from the Governor's office and explaining to legislators why the funds are needed. He stressed that the Authority needs to develop and promote a vision for the next 20 years noting the Providence Transit 20/20 report an 18-month study that discusses this issue. Mr. Whilhite said that cars are destroying the environment and contributing to global warming and the best solution to the problem is mass transit. He said that RIPTA is often looked at as the "poor people's ride" but it should be viewed as an effective, convenient solution to combat global warming. He stressed that the Board should read the Transit 20/20 report and make sure the legislators and Governor's office read it as well. He finished by

saying that RIPTA needs a champion on the hill and the Sierra Club is working on a report with some possible financing solutions.

Agenda Item 12: Executive Session

Mr. Batting moved that RIPTA adjourn to an executive session, as noticed on the agenda, under sections § 42-46-5(a)(1) to discuss personnel issues/General Manager contract. Mr. Field moved to adjourn and to convene an executive session; Mr. MacDonald seconded the motion. A roll call vote was taken on the motion to convene to executive session. All members voted to convene the executive session.

Following the Board's return to open session, Mr. Deller moved to seal the executive session minutes. Mr. Rupp seconded the motion, which passed unanimously. Back in open session Mr. Field asked who was able to view the sealed executive session minutes and Lori Silveria said that only Board members see them and they are kept on file in the General Manager's office.

Agenda Item 13: Adjournment

Mr. Deller moved to adjourn the meeting; Mr. Alves seconded the motion, which passed unanimously.

Respectfully submitted,

Ellen M. Mandly

Recording Secretary